

12 April 1963

1. Today I had a visit from [redacted] whom I knew as the Lockheed representative to NORAD when I was Chief of Staff ('56 to '59). He is an old friend and is presently with Lockheed on the West Coast. The bulk of our conversation was purely personal, but he did mention the following as of possible interest to the Agency.

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2. Lockheed has a contract with Aerospace (he thinks possibly for NASA) to modify F-104's for weightless training of our astronauts. When they have completed the modifications, the 104 is to be capable of a flight path somewhat along the following lines: from the 40,000 foot level (it usually takes a few minutes to reach this altitude from the ground, and sustained flight at that altitude is better than two hours) tail rockets will be lit which, in several minutes, will have the aircraft at about Mach 2. This may take place during the vertical turn but, in any event, kinetic energy will boost the aircraft to about 125,000 to 130,000 feet. At this altitude the aircraft is moving very slowly, of course, and will remain there only about 90 seconds. It will then return to earth or to normal F-104 operating altitudes. [] thought there might be some utility in considering this for possible camera installation from peripheral locations.

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3. I can see a possible utility as a substitute for certain functions [REDACTED]
Do you see any other possible uses for these flight characteristics, in so far as the Agency is concerned?

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